RAILROAD SLAUGHTER.

Terrible Disaster to a Washington Express Train at Newark, N. J.

One Passenger Killed and Twenty Injured.

General John A. Logan Slightly Bruised.

Two Passenger Cars Destroyed and the Locomotive Damaged.

Culpable Negligence of the Switch Tender the Cause.

SCENES AT THE WRECK

THE INQUEST.

en so prevalent of late occurred yesterday morning to he eight o'clock express train to Washington from New Fork. When just beyond Newark, and while going at a rapid rate, it was thrown off the track by a misplaced witch, thereby killing one of the passengers outright and severely wounding several others, one of whom, boy aged thirteen, is not expected to recover.

train on which the accident occurred was the express through train for Washington, which leaves New York precisely at eight A. M. and Jersey City fifteen later. The train yesterday morning consisted of seven cars all told, one of which, nearest the engine was the mail car, followed by the smoking car, one-half Then followed five more, all passenger cars. The train was in charge of William Campbell, the conductor, and John Campbell, his brother, who was engineer of the train. The train on leaving Jersey City never stops until goes at the rate of from forty to forty-five miles an hour d when going through the cities on the route slackens ed to the rate of about ten to fifteen miles an hou Yesterday morning the train started from Jersey City as about twelve miles an hour. Hardly had the train gon past Newark station when it was switched on a side track by the misplacement of a switch, causing the train to run off the rails, embedding the engine four or five feet deep in a meadow beyond and completely amashing two of the passenger cars, killing one man out-right by severing his legs completely off and severely

To understand the nature of the accident we must en plain the form of the switch, which is placed about half running the engines on to a turn table to the left of the in track. The switch at the time was attended to by an Irishman named Edward O'Brien, who appears to be entirely to blame, whose business was to look after switch along with three others. About fifteen utes previous to the time of the accident an engine had been sent on to the turn table to be turned therefore set for the turn table when the express train ame up, and, as it was nearing the edge of the city, no uld be increasing in speed. On thundered the train over the wrong line to sure destruction.

THE ACCIDENT. ately blow his whistle three or four times, t the brakes down. Every effort was stop the train, but to no avail. The rails were slippery, caused from the previous night's est, and the brakes had not the power which they would have had. The wheels of the engit slid along the track when the brake was on as if there rails only extend for some fifteen or twenty yards, and on this the train rushed through the slender palisade at the deeply embedding itself into the soft sandy soil, bringing the whole train to a dead stand. The strong impetus with which the train was going and the sudden stoppa; of the train caused the third car to run half of its whole length into the second, or smoking car, smashing up all repetition of the Jamaica accident a short time ago, with the exception of only two cars being demolished.

THE SCENE OF THE DISASTER, as presented to view in the company's yard, was appatling in the extreme. The debris of the two wrecked cars were thrown to a considerable distance-seats, cushions and bargage all being mixed in one inextricable mass, human less broken off below the knees. The boots had been torn off as with a knife, and a portion of a pair of them. On the doors of the two damaged cars were signs of the awful tragedy just enacted, they being bespat emoking car were torn from their fastenings, although the third car was not so much damaged in the seate. The front platform of the first or mail car was smashed to pieces, and was the only damage sustained. The engine, ground, is much damaged. The pilot was smashed to pieces, thick pieces of iron having been bent as if mere

The first thing done was to look after the injured, but appears that they did not receive the immediate atten devolved itself upon the Rev. Dr. Strong and another passenger, together with two colored men, who exerted could walk immediately got off the train, while the legs took completely off and quite dead. He was taken sent down to the Walnut street depot, to await the Coro-roner's investigation. By far the greater portion of the Washington. It is thought the number of injured would be from seventeen to twenty, although but ten are reported at present.

Fortunately at present only one of the passengers is dead. The poor boy so badly cut about the head is not expected to survive, and was given up for dead yesterday noon; but at the time our reporter left was still alive and

Henry J. Gordon, manager of the stabling department at Willard's Lotel, Washington, was killed outright, his legs having been cut from his body and his body, when

Among his papers was found a telegram directed to "H. L. Gorden, City Hot el, Boston, from Concord, New Hampshire, Shall not go till after the 20th. Go home Wednesday, Tues, P. Cheney."

found, crushed in the space of only six inches.

This no doubt had caused him to leave for ho be started, with his family, from Boston on Tuesday evening, arriving in New York yesterday morning and immediately taking the train to Washington. His death was very extraordinary. Having found a seat for his wife and two daughters, who were with him in the third car, he waiked forward to the second, or smoking car, but had hardly sat down ere he was called to his long

So far as can be secertained there were altogether

some eighteen or twenty wounded, more or less severely. Numbers of the slightly wounded immediately resumed their Journey by the following train.

Rumor said that he was killed; but we are glad to be able

James Brett, aged thirteen, who was on his way to New Brunswick, was very seriously injured. little fellow on hearing the alarm put his head out of the vindow, when it came in contact with one of the posts of window, when it came in contact with one of the posts of the gateway leading into the turn-table enclosure. His face is badly broken up, and fragments of bone forced into the brain. A pertion of his forchead is quite open and the brain quite visible. Will probably die. George W. Mousely, a native of Liverpool and on his way to Wilmington, Delaware, received broken shoulder blade and supposed internal injuries. Dangerous. Captain Q. Mitchell, for the steamer Thomas Collyer, from Norfolk. Serious contusion on his left leg and

Affred Raynor, from Solotonic Street, inght leg.
William Carlin, pilot of the Thomas Collyer. Severe contusion on the right arm and side.
James Spooner (colored). Fractured arm.
Afred Johnson (colored). Employed on the Colyer.
— Downing, from Orange, N. J. Cut about the

nead.

Rev. Joseph M. Tuttle, of this city, had a piece torn out of his leg, but quietly put it back again and walked off

to the doctor's.

A lady and child are also injured. Name unknown.
The lady had her hand injured, while the baby was hurt

Scarcely an accident ever occurs, whether on the steamboat or on the rail, but we have to chronicle some disgraceful scenes of robbery. It seems the unfortunate Henry G. Cordon had, from his wife's statement, the sum of fitteen hundred dollars on his person on leaving the depot, which he carried in a large envelope in the inside of his coat. This in the confusion had got loose among other papers, and was very near dropping out while being carried to the depot, and a man who was helping to remove him took hold of the package containing the money and immediately decamped. Nothing has been seen of the scoundred since, but the detectives are on his track, and it is expected he will not remain long out of the hands of justice. Mrs. Gordon is quite postive the money was in his possession at the time of the accident, and the envelope in which the money was contained was noticed by the Rev. Dr. Strong, who took charge of his other papers; that it had the words "Expr.ss company" written on it. The description of the thief is well known, and can be sworn to by several persons.

observat persons.

STATEMENT OF A PASSENGER.

One of the passengers, Frank Plumm, a messenger of Dodd's Express Company, makes the following statement:—I was in the smoking car. There were about eighteen or twenty persons in the car, as near as I can judge, but had I not counted them. The conductor had not counted the passengers when the accident occurred; was sitting on the left hand side of the car: heard the alarm given by the engineer of two shrill whistles, but thought it was only a cow on the track. The whistle a ain sounded, when one of the brakemen of the night train, who was sitting right ahead of me, got up and stood in the aisle of the car. I knew when the brakeman jumped up there was something wrong. The baggage master was sitting by my side, and he endeavored to get np; but I told him to sit still as I knew were then going upon the turn-table and expected a crash. I knew from the speed we were running at we should have a pretty rough time. Immediately afterwards there was a tremendous shock, and the car which I was in was run into by the next rear car, killing one man outright and wounding several others. Splinters and baggage were thrown with great force through the car, hurting many passengers. There was no one hurt except in the second and third cars on the train.

Three of the cars were uninjured, and an engine was

was no one hurt except in the second and third cars on the train.

Three of the cars were uninjured, and an engine was immediately telegraphed for down to Jersey City, and at half-past nine the three cars, with the passongers unburt, went forward to their destination. Baggage and mails were left behind, and were forwarded at half-past eleven. One of the brakemen, named Baker, jumped off the train when he saw the danger. He was at the jime standing on the platform between the second and third cars, and had he not jumped off would certainly have been killed. After the train had been stopped his brakes were found to be on. Could not tell how many passengers there were on the train. Yesterday on the same train there were one hundred and forty-seven; but should not think there were so many on this train, judging by the baggage.

should not think there were so many on this train, judging by the baggage.

STATEMENT OF AN EYE WITNESS.

I was standing on the platform of the Chestnut street depot at Newark, about haif past eight o'clock on Wednesday morning, when the eight o'clock through train from Jersey City for Washington came along and ran into the turn-table about two hundred yards from the depot. It was evident that a serious accident had happened, and there was a rush to see what mischief had been done. The locomotive was partly buried in the mud, and the two first cars—the smoking car and a passenger car—were locked into each other and considerably smasted up. I saw one person who was killed and eight or ten persons wounded. One of the bedies I saw was that of a gentleman who was on his way to Washington with his family. Both his legs were cut off by the locking of the cars into each other. The other was a seldier boy, whose head was badly bruised—not then dead. Among the injured were some ladies. The accident was caused by the negligence of the man who had charge of the switch for the proper place. He turned it for a train to pass about fifteen minutes previous to the accident, but neglected to turn it back again.

TREATMENT OF THE WOUNDED.

The conduct of the railroad company in regard to the attention paid to the poor dying boy was highly centered by every one who saw the poor sufferer, and was concurred in by the jury. The poor fellow was carried into the depot on a stretcher, and was allowed to lie for my or eight hours without any attention being paid to him whatever, with the excention of graying him a little before the control of the cont

not been got out.

THE SWITCHMAN O'BRIEN.

As soon as the switchman saw the mischlef he had occasioned by his carclessness it is said he decamped. Detectives were immediately sent after him, and succeded in capturing him on Chestnut street shortly before noon. From the statement of the engineer it appears he was engaged in sweeping up around, totally forgetful of the lives which he held in his hand. He has been five years in the service of the company, but only a short time as a switchman. In fact, it appears this switch has only lately been called into use, although the turntable has been built some time.

though the turntable has been built some time.

THE CONDUCT OF THE ENGINERR,
as well as every employe on the train, deserves notice.
Every one stuck to his duty without flinching. The engineer (Campbell) did his utmost to stop the train, but was unsuccessful. The fireman, named Lacey, it is said, was seen to jump off the engine and place a block of wood before the engine in his desire to stop it. A brakeman named Baker, who was standing on one of the platforms, seeing the coming danger, jumped off the platform and so saved his life. The conductor was also at his post, and was not hurt.

John Campbell, the engineer of the train, was the engineer in charge of the engine which exploded in Jersey City in Morch last, and who was afterwards found under the smokestack, seriously injured, but subsequently recovered.

several others.

STRANGE SONGSTERS AMONG THE DEAD.

In one of the broken cars was a lot of canaries, which sere being taken by a German passenger to Washington. The little rongsters were in three cases and in the smoking car, and when the accident occurred one of the cages was broken by the splinters and the birds set free. They immediately little the car and commenced their sweet singing, which sounded strange among such deadly scones. It was said that on the body of Gordon being found a number of canaries were just above his head, warbling forth their sweet songs.

warbling forth their sweet songs.

ME. GORDON'S CASE.

MR. GORDON'S CASE.

MR. GORDON of the disaster, was upon the train, accompanied by his wife and two children, all en roads for Washington. Two or three minutes previous to the occurrence of the crash Mr. Gordon acces from his seat and cheerfully remarked to his family that he would go into the smoking car for a few moments. It could not have been more than five minutes from the time of his leaving, before Mrs. Gordon, who was berself comparatively unburt, was the recipient of the heartrending information that her bushand was among the killed or mortally wounded. The bereaved wife was almost distracted by the news. Her children were fatherless, she bereft of all that but a few m notes before had made life a pleasure to her, and the loss of which loft her with hardly a desire for prolonging her own widowed existence. The scene upon the discovery of the manufed remains of Mr. Gordon by his wife and children can be better imagined than described.

THE INQUEST.

Coroner Sandford was immediately notified of the accident and proceeded to empanel the following rentices as a jury —Israel Bablwin, S. H. Wheeler, George Ward, George E. Matthews, Bruen H. Camp, E. McNaughton, B. F. Heaton, George A. Keen, Jacob H. Learow, Simon Bedford, John Mills, Andrew Kelly, who proceeded to view the body of the unfortunate deceased, Henry L. Gordon. The first witness aworn was Mrs. Gordon, who gave her evidence with deep emaction, and

may ent to her feelings several times during the examination.

May Jane Gordon, being duly sworn, testified—I am the wife of Henry L. Gordon and reside at Holdenness, New Hampshire; my hosband was instantly killed this morning at Newark, between eight and nine o'clock; he was between forty-two and forty-three years of age; he owned the coaches at Willard's Hotel, in Washington; he was carrying on business at Washington in company with his brother-in-law; have two children, aughters, one aged fourteen and the other three years; left home on Monday morning for Washington, in company with my husband and two children, and were on our way thither; left New York at about eight o'clock this morning, on the through train for Washington; an accident happened after we had left the Market street depot here; the cause I understood was the switch being turned the wrong way, and the cars run off the track, did not notice the train was going at an unusual street where the accident occurred; as soon as the accident occurred it went forward and found my husband; he was not entirely dead; the cars were very much amashed; when I saw my husband he was outside on the ground, with his lees both of; my husband had when he left home about freen hundred dollars in money; the carred it in the breast pocket of his dress coat; it was a roil of bills and just stack loose in his pocket; I saw the money in his possession when we left New York; he had a pocketbook and other papers with him; he had also a pass from New York to Philadeliphis and Baltimore; the Rev. Dr. Strong, of New York, took charge of the papers, but the money, have been informed, could not be found; the money was not in life pocketbook; Dr. Strong gave me about two dollars which my husband had in his pocket loose; I saw the money which my husband had in his pocket loose; I saw the money which my husband had in his pocket loose; I saw the money which my husband had in his pocket loose; I saw the money in the pocket toose; I saw the money in the order whole family.

Rev. Dr.

to the man who had got the other papers; I don't recollect seeing any one there, having a check shirt on, who had reason to suppose was in the employ of the railway company.

THE RIGISERI'S TISTIMONY.

John Campbell, being duly sworn, said he resided at No. 56 Somerset street, New Brunswick; am an engineer on the New Jersey Railroad, and run from Jersey City to New Branswick; I run the Washington through train, leaving New York at eight o'clock; I run that train this morning; stopped at the Market street depot; the speed we run from Market street through the city af Newark is about twelve to fifteen miles an hour, the speed we run from Market street through the city; I don't think we were going over ten or twelve miles an hour this morning; cannot tell exactly; not over twelve miles an hour; the train was a mait train this morning; the railroad company gives us orders what speed we shall run through the city of Newark; the company furnishes the engineers with a book giving all instructions and the rate of speed allowed to make through the city; the book is at home containing these instructions; cannot exactly tell how long it is since I looked at it to tell my speed through the city; the book is at home containing these instructions; cannot exactly tell how long it is since I looked at it to tell my speed through the city; the book is at home containing these instructions; cannot exactly tell how long it is since I looked at it to tell my speed through the city; I have read it; I met with an accident with my train a little below Chestnut street, where there is a switch leading on to the turn-table; the cause of the accident was that the switch was set to the turn-out leading to the turn-table intead of the main track; I saw the switch was wrong just before I came on to it, but not in time to stop; I mmediately blew the whistle for the brake to be put on; I do not know whether the part of the switch was accident while the switch was accident while the switch was accident with the cars stopped; I think it would b

years.

The proceedings were then adjourned until this afternoon, at one o'clock, when the evidence of the conductor, the brakeman and the switchman will be taken.

Accident on the Chicago and Rock

CHICAGO, Nov. 15, 1865. The express train on the Chicago and Rock Island Railroad, which left Rock Island last evening, owing to a misplaced switch two miles east of Morris, Ill., was thrown from the track, and the whole train, with the exception of the locomotive and sleeping car, was precipi-tated down an embankment, two of the ceaches and two baggage cars turning upside down. Two coaches were smashed to pieces, and the others were more or less in-

jured. The train was filled with passengers. No one was killed. Six persons were seriously bruised and others were slightly injured. Mr. Davies and John Curry, of New York, are among the injured.

WASHINGTON.

ACTIVITY OF THE NAVY DEPARTMENT

A Large Portion of the Surplus Vessels-of-War to be Sent to Foreign Stations.

Channey M. Depew Appointed Minister to Japan.

Contracts for Mail Service in the Southern States.

The Occupants of the Old Capitol Prison

WAVAL MOVEMENTS. The Secretary of the Navy has decided to send abroad iderable portion of our surplus naval force, with of each station, and visit them all as often as once increased respect for our rights abroad, and prevent many vexatious impositions that have hitherto been otherwise apply those already made, this action of the Department will of course be suspended.

The President has appointed Hon. Chauncey M. Depew, of New York, Minister to Japan.

SOUTHERN MAIL CONTRACTS. mail service of Virginia, West Virginia, North and South Carolina and Florida transpired, and the formal award been accepted is under way. The contracts about to be effect on the 1st of January, 1866, and expire in June, 1867. It is reported that all the bids made for this

THE CASE OF CAPTAIN WINDER-THE OCCUPANTS It is stated that Dick Winder, now confined in the Old Capitol Prison, takes decided umbrage at the recent ments that have been made upon his situation in your Washington correspondence, and asserts that the

urging his case before a military commission. Winder has no foundation other than the fact that he has em ployed his leisure hours in preparing a statement exon generally charged with having exercised while at Ander Aside from Winder, Duncan and Gee, there are no pri-

Old Capitol. The last named was brought here from regulations of the prison continue to be as strict as be brought in to the prisoners is scrutinized so closely as to been in vogue for conveying money and messages from external sources that been that of external sources prisoned that been that of secreting in packages of smoking tobacco the object to be transmitted. This was early detected, and is now never attempted with success,

FINANCIAL MATTERS.

Supplies of the five cent currency will be sent South where but little of it is in circulation; but no more will be transmitted at present to the North, the demand there

Owing to the many counterfeits in circulation banking and other partics frequently send notes of large denominations to the United States Treasurer's office, asking whether they are genuine. That office has not yet lost any thing by counterfelts, its experts readily detecting

Complaints having frequently been made to the Secretary of the Treasury that letters addressed to the Department, and the various bureaus, do not meet with prompt replies, an order has been issued that they shall be an-

Witnesses for the defence continue to be examined be fore the Farragut court martial. Surgeon Potter and Lieutenant Phoenix testified that, judging from all the facts in the case. Commodore Craven acted as a wise, juram Stanewall. The latter believed there would have been no more chance for the Niagara than there would have been for a brig in a combat with a frigate.

NORTH CAROLINA MATTERS Kenneth Raynor, of North Carolina, had a long interview with the President to-day on matters connected restoration of its rights and privileges in the Union. THE PARDON APPLICATIONS.

nearly altogether suspended by the President, whose time is occupied with the consideration of business of a

STORAGE OF PETROLEUM. Admonished by the dieasters which have resulted from the burning of petroleum, as recently at Philadelnotifying all collectors of internal revenue that he reducts within the limits of any town or city the collector of internal revenue should forward to the department a statement that the warehouse if established will not, in case of fire, endanger other property or the lives of

THE TRIAL OF CAPTAIN PETTIT. The following named officers compose the court martial Twelfth regiment of the Veteran Reserve corps;-Brigadier General G. B. McKibben, Colonel John Mansfield, Lieutenant Colonel Carlile Boyd, and Major H. B. Burnham, Judge Advocate. A large number of witnesses have been summoned. It is understood that the accused is charged with cruel treatment of soldiers at the Washing ton Street prison, in that city.

THE CASE OF HURTP.

Nathaniel H. McLean, the former Assistant Adjutant General to General Burnside, who was ordered to the Pacific coast some two years ago, as he alleges, to prevent his tertifying against Burtt, then about to be court martialler at Cincinnati, is preparing to bring the case before Congress, and promises to throw much additional light upon that interesting transaction.

The reports of the Commissioners of the Land, Pension and Indian Bureaus of the Interior Department are being rapidly urged forward to the hands of the public printer, and will come from the press some time during the coming week.

THE COMPLAINT AGAINST GENERAL BAKEL.

partment, originated in his raid on certain alleged pardo

esident has recognized Robert Barth as Vice Consul of Austria at St. Louis, and Frederic Granados, Vice Consul of Spain, to reside in Boston.

MUSTERING OUT THE VETERAN RESERVES. Reserve corps, who desire discharges, commenced yester

THE RUSSIAN CATTLE PLAGUE. Minister Clay has addressed a letter to the Secretary of tate, dated St. Petersburg, October 17, in which he

State, dated St. Petersburg, Getober 17, in which he says:—

I deem it my duty to warn the United States against the importation of the cattle plague into our country. Being a farmer, and feeling great interest in such subjects, I have read everything upon the subject which is accessible, and I will give you only the result of my conclusions and observations. The cattle plague is the Russian cattle pest in this country. It is always more or less prevalent, and generally kills whole herds. Like cholera; it is both contagious and infectious. By these terms I mean to say it is communicated from one animal to another by the physical imposition of the virus upon any animal from any object containing the virus; and also that the virus may be carried in molecules in the sir, and thus produce the disease. It evidently did not originate de now in England, but was carried there by ship loads of cattle from the Russian Baltic ports. If this theory is correct, then, all importation of cattle from abroad should be at once prohibited by Congress, I not otherwise possible to be prevented. And it would pay well to call Congress together for that purpose only. No ship having a cow, or sheep, or animal from Europe, or countries laving the pest should be allowed to land in America without sufficient quarantine. Every disease must at some time have originated from a violent disregard of the natural laws, and this as others. But I am of the opinion that there is nothing in the management of cattle in Great Britain or America to generate the disease; so also no sanitary precautions can arrest it short of absolute non-intercourse. I believe it to be a species of bloody murrain, aggravated by the marshy nature of Northern Russia and the utter disregard of all the laws of health which is shown to man and boast, especially in regard to ventilation and cleanliness, which prevails in these cold climate where great expenditure of heat is needed and fuel and food soare. The same causes are producing now the aggravated typhus fever here, whi

THE NEW FIRE ALARM SYSTEM.

Yesterday-Roll Call Answered from Minutes-Important Order of the Police

inauguration yesterday of the system of fire alarm telegraph marked an event in the history of the planning and general preparation were to culminate yesterday either in failure or success. At twelve o'cloc the knell of the old system sounded, the Superin tendent (Mr. Chapin) started on his testing tour, and one by one the various stations marked the note Central office. Every station was visited by th superintendent, and signal and reply passed unerringly The roll calls at two o'clock P. M. and at eight o'clock P. M. were answered promptly and simultaneously from ficial—one veritable fire alarm was signalled from sta apparatus was on the ground. This seems to stamp th apparatus was on the ground. This seems to stamp the measure as a marked success. Commissioners Pinckney and Abbe were present in the office, anxiously observing the progress of the great trial, and they were perfectly satisfied. The general force take great Perezt in the matter, and will soon be weaned by the practions of the new from the Jingling memories or the lid alarm. As soon as they do succeed in accommodating their minds to the present status the bells will entirely cease. In the meantime they will ring the signals, but not the districts as formerly. None can understand the signals save those who, may possess the station and signal card about to be issued by the Commissioners.

GENERAL GROBER TO THE POLICE FORCE.

The following was pressurplessed presently morning—
Optics or the Screenersborn of the Met. Police, 1
300 Mularray Street, New York, Nov. 15, 1865.

The Metropolitan Fire Commissioners having reorganfied the Fire Department in that part of the city tying
south of Fourteenth street so as to enable them to dispease with tower bell alarms in the manner heretofore
made, and to adopt a system of telegraphic alarm, connecting with thirty-mine localities in that part of the
city, whereby those localities, and twenty-four others
where no instrument is stationed, may be indicated by
small bell signal in striking the number of the location
nearest where a fire may be discovered, so much of the
Third, Fourth and Fifth Fire districts as he south of
Fourteenth street, and the whole of the Sixth, Seventh
and Eighth Fire districts, are abolished.

Hereafter the Police Fire districts in that part of the
city will be designated by letters A, B, C, D, and the

city will be designated by letters A. B. C. D. and the several precincts will, on an alarm of fire reaching them, send their reserve to the locality of the fire, as indicated by signal. In case of any derangement of the telegraphic lines, by which signals may be obstructed, information should be sent by messenger to the adjoining precinct stations in the same Police Fire district. In all cases the reserve will be sent to a fire in an adjoining precinct, whether it is in the same Police Fire district or not. Also, when specially ordered from the Central office, and then as specially ordered from the Central office, and then as specially ordered from the Central office, and then as specially ordered from the List, 2d, 4th and 6th precincts.

Police Fire district A will embrace the limits of the 1st, 2d, 4th and 6th precincts.

Police Fire district B will embrace the limits of the 5th and 27th predicts.
Police Fire district C will embrace the limits of the 5th, 9th, 14th, 15th and 28th predicts.
Police Fire district D will embrace the limits of the 7th, 16th, 11th, 13th and 17th precincts.
Reserves will be sent to the several Police Fire districts

For district A, from 1st, 2d, 3d, 4th, 5th, 6th, 7th, 14th

For destrict B, from 1st, 2d, 3d, 5th, 6th, 8th, 27th and 28th precincts.
For district C, from 5th. 8th. 5th, 10th, 14th, 15th, 16th,

17th, 28th and 29th precincts. For district D, from 7th, 16th, 11th, 13th, 17th and 18th Until further orders reserves will be sent to the First

haste to the nearest "Fire alarm station," and give the alarm in the manner required by the Metropolitan Fire Commissioners.

On receiving an alarm of fire in your precinct, yourself, or one of your sergeants, will take command of the police force sent to assist you, unless one of the inspectors is present, who will assume command; you will immediately proceed to form lines across the street in the vicinity of the fire, at a distance of not less than two hundred feet from the locality of the same; and then exclude all persons whatever from within your line of guard, except the officers and members of the Metropolitan Fire Department, the officers and members of the Metropolitan Fire Department, the officers and members of the Insurance Patrol, the Inspectors of Gas, the Fire Marshale, the Superintendent and Inspectors of Unsafe Buldings and the reporters of the press, each of whom must be equipped in the prescriced uniform of their position, or show such specific badge as may have been determined on as a pass by the Metropolitan Fire Commissioners. All other persons, except owners or occupants of premises within the lines, must be strictly and peremptorily excluded therefrom. Firemen are in no case to be admitted unless in their appropriate dress. No hadge heretofore in use can be recegnized as entitling the bearer to enter the lines, unless the Metropolitan Fire Commissioners have designated it as a pass. Neither persons nor vehicles permissible to pass the lines shall be allowed to pass on the footway, unless on the special order of the Chief Engineer, or poince officer in command; but ingress and egress shall be made as near the centra of the street as practicable.

You will arrest and hold, subject to the complaint of the Metropolitan Fire Commissioners.

Any person who may be detected in stealing at a fire, whether by a policeman or freman, shall be detained at the station house ontil the witness is relieved from the duties on which be is then employed.

JOHN A. KENNEDY, Superintendent.

DANIEL CARPESTER, Inspector.

Indian Affairs. St. Louis, Nov. 15, 1885.

Colonel Taylor and Rev. Mr. Reed, of the Indian Commission sent to treat with the tribes of the Northwest, arrived at Fort Randall, Dakota, on the 5th, on the steamer Calypso. The other members of the Commission have gone home overland. The Commission have concluded treaties with pipe tribes of the Sioux Nation, and cluded treaties with nine tribes of the Sioux Nation, and a treaty slipulating for peace among the Indians them selves as well as with the government.

Congressman Rubbard, of lows, who has been investigating the frauds perpetrated by Indian agents on the different tribes of that country, was on the Calypse, encountry of the Washinston.

An extract a of the Fourth United states regiment, incutanant Colonel Thoraton, songrave the garrison of Pert Raydall for the winter. Paymaster Shreve is now there paying the troops.

GENERAL GRANT IN THE CITY.

MOVEMENTS YESTERDAY.

Serenade Last Night by the Governor's Island Band.

THE GENERAL'S SPEECH.

A General Reception to be Tendered Him on Monday Wight.

tions at the hands of all parties, political, civil, military and religious. His rooms at the Metropolitan Hotel yes received with his usual urbane and undemonstrative man-ner. The quiet and modest movements of the General this head. All our citizens are familiar with his toris, and features, and he is readily recognized wherever seen him in passing through our streets, as on the occasion of his last stay among us, yet the feelings of people towards him are no less warm or exuberant. In conseque 2 of a slight indisposition of Mrs. Crant. yesterday. At two o'clock Judge Daly and Mr. Stewart waited upon the Gene at the Metropolitan Hotel, and tendered him an invitation on behalf of a number of prominent citizens, to a public reception, to be held at the Fifth Avenue Hotel. After considerable pressing or

Monday night was named for the reception. and two of his staff, made a call upon Senator Morgan, at his residence in Fifth avenue. On returning to the hote lady, Mr. William Leland and lady and two officers of his staff, to a place of amusement. The main ball of the Metropolitan was crowded by persons anxious to get a view of the distinguished soldler, and as he descended the stairs he was greeted with cheers. Outside the hote quite a crowd had also assembled, who joined in the greeting. Amid repeated cheers he drove off.

and returned to the Metropolitan shortly after twelve.

SERENADE BY THE GOVERNOR'S ISLAND BAND. A few minutes after the return of the General to front of the building and discoursed several nations bled in Broadway, who cheered and clapped their handfrequently. After "the Star Spangled Banner," "Yauke and "Hail Columbia" were given, General Grant made his appearance at the window of his room and mercly bowed his acknowledgments. Loud cal were made for a speech, but it was no use. Whistling stamping, cheering and clapping of hands were then re

"Not to-night, gentlemen, if you please. Good night. fort; after which he retired, and so did the crowd. RECEPTION OF CALIFORNIANS BY GENERAL GRANT.

Yesterday General Grant baving been informed that s on him, he received about lifty contiemen at his room at the Metropolitan Hotel, at half-past five last evening Mr. Perschbaker. Among the visitors were Mesers. Stewart, Senator from Nevada; Judge Cope, late of the nein C. P. Huntimeton, R. H. McDonald, J. P. Robinson ory; H. Cohn, Mark Zellabeck, J. P. Kyan, William V. Weils, J. Perschbaker, John Dorley, A. T. Lawton with marked cordiality, remarking that having been and old acquaintances. He spoke particularly of the informal and cordial, General Grant stated that he had an opportunity of meeting the General, retire highly impressed with his kind and unassuming d

Pursuant to an adjourned meeting of prominent citiception to General Crant and budy, the General Comreport of a committee appointed to suggest a plan for the proposed reception. The attendance was much larger that the gentlemen who filled the spacious parlor last evening were representative men of every shade of polito the distinguished military chieffain who has immor tailzed bimself by his valorous deeds in preserving the

previous meeting were read and approved General Wes which suggested that the chief guests be excerted to the tion of a select committee, the same committee to officers of the United States army and navy stationed at this post or temporarily present in the city be invited to assemble at the hotel and report themselves to Major General Hooker, or the senior officer present, for presentation to General and Mrs. Grant; that these officers be first presented by members of the Cotomittee of Reception, that provision be made for a proper exhibition of flowers to decorate the reception comes, and for presentation to the ladies; that refreshments be served during the evening, to consist of crysters, crosma, ices, fruits, &c.; that after the ceremonies of presentation are concluded a private supper be served, at cleven P. M., to the military and naval guests and committees on duty; that appropriate mode be provided for the entertainment of the company; that a grand display of firectrics be made in front of the botel, exhibiting apprepriate motices, accompanied by colored lights and illuminated belicous, that committees he appointed to carry out the details that each member of the committees—who are to wear budges—be turnished with ten telecis for distribution, and that each lady and gentleman must be furnished with a ticket; that proper police arrangements shall be made to preserve order.

The ceremonics are to close at eleven o'clock, and the ladies of General Grant's party are to be taken in carriages to their hotel. It is expected that gentlemen will appear in full dress. It is augment that the femeral Committee will not consist of over one hundred and lifty or two bundred gentlemen, so that the number of invited guests will not exceed two thousand. Although this reception is called public, it is the determined perpose of the committee to have it as select as possible, and that the ladies and gentlemen who are to be presented to General Grant and lady will represent the wealth, intelligence and beauty of the metropolia.

The Charman called for a votb on the report, and it was unanimously adopted. at this post or temporarily present in the city be invited

was unanimously anopies.

Mr. Synwakir then stated that he had an interview with General Grant in the afternoon, and he consented to postpone his departure till next Wednesday in order that he might comply with the wishes of the committee. Monday evening was named for the reception, and the General aeconed to the appointment.

On motion the chairfeat was instructed to appoint the respective committees named in the report. The committee remained in session till a late hour, to make the necessary prefermary arrangements for the ovation. It will be seen by the foregoing plan that it is designed to give the Licutenant General a brilliant reception; and as General Wetmore has the chief management of the programme there is no doubt that all its details will be carried out with minitary precision, and in a manner that will reflect credit upon the committee and honor upon the netropolis of the United States.

Duff Green, commonly called General Duff Green, formerly one of the most distinguished editors of the country, died at Mobile, Ala., on the 4th mat. A long and interesting sketch of his rather remarkable career is crowded out of this assue by the news matter and advertigements with which the Henaup is filled.